



May 2008

2007 Annual Report

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Clark County Engineer

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The costs associated with road and bridge maintenance and construction continued to climb in 2007. While some material costs increases were not significant, other petroleum based products such as the cost of emulsion (listed below) did increase significantly. Continuing increases in costs coupled with a flat revenue stream place an increasing strain on the budgeting process and consequently potentially threaten the service level that can be delivered. Despite these ongoing challenges, the Engineer's office remains committed to providing the best quality service and infrastructure possible for the traveling public.

Examples of typical costs incurred by the Engineer's office are listed below:

<u>Item</u> <u>Road Salt</u>			<u>Item</u> <u>Emulsion</u>		
<u>Year</u>	<u>Unit Cost</u>	<u>Increase</u>	<u>Year</u>	<u>Unit Cost</u>	<u>Increase</u>
2007	\$ 48.72/ ton	2.2%	2007	\$ 1.50/ Gal.	28.2%
2006	\$ 47.66/ ton		2006	\$ 1.17/ Gal.	

Asphalt Resurfacing Project — 2007

The Clark County Engineer received bids for asphalt resurfacing on June 1, 2007. Bids were received from A&B Asphalt Corporation, The Shelly Company, and Barrett Paving Materials Incorporated. The low bid was submitted by The Shelly Company at a price of \$1,264,009.70. As has been common for the past several years, the bid work involved asphalt resurfacing on various county and township roads. In addition to Clark County, Bethel Township, German Township, Harmony Township, Moorefield Township, Springfield Township, Mad River Township and The Village of Enon were included in the project. Typical quantities and bids received were:

Item 448— Asphalt Concrete, Type I Surface—14,795 tons @ \$45.00 per ton.

Item 422—Micro Surfacing, Leveling & Surface—25,500 S.Y. @ \$3.00 per S.Y.

The final cost of asphalt resurfacing work on county maintained roadways in 2007 was \$417,963.60.

Clark County Roadway Miles Asphalt Resurfaced in 2007—6.36 Miles.

Clark County Roadway Miles Double Microsurfaced in 2007—1.31 Miles.

Asphalt Resurfacing Project — 2007



In the picture to the left, crews from Strawser Incorporated are placing a micro-surface overlay on Upper Valley Pike south of State Route 41.

The micro-surfacing work was completed as part of the 2007 Annual Resurfacing Program.

Petre Road Culvert Replacement

Early in “2007” The Clark County Engineer replaced a failed culvert on Petre Road. The picture below shows the sink hole that occurred prior to the culvert replacement work being initiated.

Pictured to the right is the Petre Road culvert replacement work in progress.

Pictured below and to the right is a picture of the completed culvert.

Total cost of the completed the project on Petre Road was approximately \$76,082.



Gerlaugh Road Project

Work continued in 2007 on Design and Right-of-Way portions of the proposed Gerlaugh Road Project.

M-E Companies was selected to appraise and negotiate needed R/W takes for the project which is currently slated for sale later this year.

Construction is to be largely funded by federal funds obtained through the local Transportation Coordinating Committee and funds from the Ohio Public Works Commission.

Existing Gerlaugh Road pictured to the right.



Pavement Marking Contract

A pavement marking project was bid on June 1st, 2007 with the award being given to Aero-Mark, Inc. of Streetsboro, Ohio in the amount of \$197,079.00.

Work included painting 295 miles of centerline and 570 miles of edgeline on various county and township roads.

Crack Sealing Contract

A crack sealing project was bid on June 1st, 2007 with the award being given to G.T. Contracting of Archbold, Ohio in the amount of \$44,885.23.

Work included crack sealing on portions of Upper Valley Pike, Shrine Road and Youngs Addition in German Township.

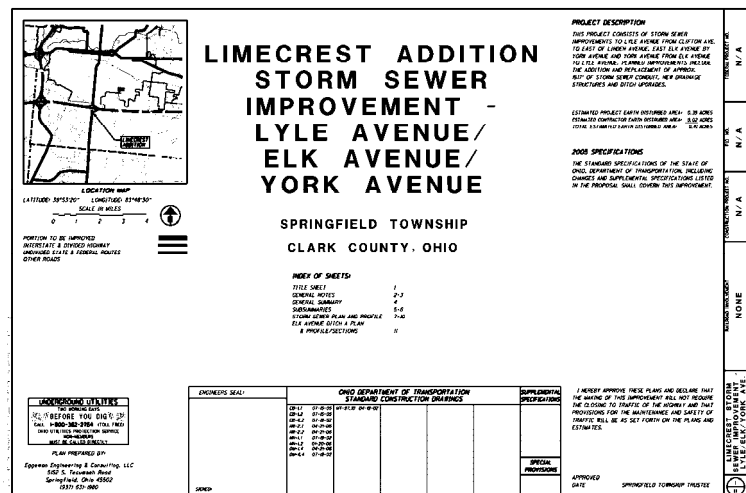
Limecrest Addition—Storm Sewer Project—Phase II Springfield Township Project

Utilizing CDBG funding obtained by the Springfield Township Trustees, the Limecrest project was bid on March 2nd, 2007 with the award being given to LeVan's Excavating of West Liberty, Ohio in the amount of \$104,197.31.

Work included installation of varying sizes of conduit from 12" - 36" diameter.

The Clark County Engineer's Office assisted with project surveying and inspection.

See image of plan sheet to the right.



Routine Maintenance Operations

Typical and similar to past years roadway maintenance crews worked on various maintenance items such as snow and ice control, pothole patching, surface patching, crack sealing, berming, ditching, clearing and grubbing and roadside mowing to name a few.





Dayton Springfield / Old Mill Road Traffic Signal Replacement

Project involves removing the existing signal and installing a new traffic signal at the intersection. Proposed work includes four strain poles (Type TC 81.10, Design 6), traffic controller unit, type TS2/A2, and other traffic items.

The project was constructed utilizing a grant from the Ohio Public Works Commission. The low bidder was Capital Electric Line Builders from Dayton, Ohio in the amount of \$70,330.57. Final grant amount received from OPWC was \$65,427.38.

		<p>PROJECT LOCATION</p> <p>CLARK COUNTY SPRINGFIELD TOWNSHIP</p> <p>DAYTON RD AND OLD MILL RD CLA - CR-333</p> <p>TRAFFIC SIGNAL REPLACEMENT</p> <p>OHIO PUBLIC WORKS COMMISSION OPWC PROJECT CKR06</p>		<p>PROJECT DESCRIPTION</p> <p>REPLACE THE EXISTING TRAFFIC SIGNAL WITH A MODERN, SAFETY TRAFFIC SIGNAL.</p>		<p>ASBIL SPECIFICATIONS</p> <p>ALL DRAWINGS AND SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, SHALL BE USED, UNLESS OTHERWISE SPECIFIED.</p>		<p>TRAFFIC SIGNAL</p> <p>NONE</p>	
<p>LOCATION MAP</p> <p>UNITS: 1" = 100' 1" = 100'</p> <p>SCALE: 1" = 100'</p> <p>DATE: 10/1/06</p> <p>DESIGNER: J. L. SMITH</p> <p>DATE: 10/1/06</p> <p>DESIGNER: J. L. SMITH</p> <p>DATE: 10/1/06</p>		<p>INDEX OF SHEETS</p> <p>TITLE SHEET: 1</p> <p>NOTES: 2-5</p> <p>PLANS: 6</p> <p>UTILITY PLAN AND QUANTITIES: 3</p> <p>DETAILS: 8</p>		<p>MONUMENT LEGEND</p> <p>1. EXISTING 1/4" MONUMENT SIGN</p> <p>2. PROPOSED 1/4" MONUMENT SIGN</p> <p>3. EXISTING CONCRETE MONUMENT</p> <p>4. PROPOSED CONCRETE MONUMENT</p> <p>5. GALVANIZED IRON SIGN</p> <p>6. GALVANIZED IRON SIGN</p> <p>7. GALVANIZED IRON SIGN</p> <p>8. GALVANIZED IRON SIGN</p> <p>9. GALVANIZED IRON SIGN</p> <p>10. GALVANIZED IRON SIGN</p>		<p>TRAFFIC SIGNAL</p> <p>NONE</p>		<p>TRAFFIC SIGNAL</p> <p>NONE</p>	
<p>DESIGNER'S SEAL</p> <p>BRUCE C. SMITH, P.E., P.S.</p> <p>DATE: 10/1/06</p>		<p>STANDARD CONSTRUCTION DRAWINGS</p> <p>1. EXISTING TRAFFIC SIGNAL</p> <p>2. PROPOSED TRAFFIC SIGNAL</p> <p>3. EXISTING TRAFFIC SIGNAL</p> <p>4. PROPOSED TRAFFIC SIGNAL</p> <p>5. EXISTING TRAFFIC SIGNAL</p> <p>6. PROPOSED TRAFFIC SIGNAL</p> <p>7. EXISTING TRAFFIC SIGNAL</p> <p>8. PROPOSED TRAFFIC SIGNAL</p> <p>9. EXISTING TRAFFIC SIGNAL</p> <p>10. PROPOSED TRAFFIC SIGNAL</p>		<p>SUPPLEMENTAL SPECIFICATIONS</p> <p>1. EXISTING TRAFFIC SIGNAL</p> <p>2. PROPOSED TRAFFIC SIGNAL</p> <p>3. EXISTING TRAFFIC SIGNAL</p> <p>4. PROPOSED TRAFFIC SIGNAL</p> <p>5. EXISTING TRAFFIC SIGNAL</p> <p>6. PROPOSED TRAFFIC SIGNAL</p> <p>7. EXISTING TRAFFIC SIGNAL</p> <p>8. PROPOSED TRAFFIC SIGNAL</p> <p>9. EXISTING TRAFFIC SIGNAL</p> <p>10. PROPOSED TRAFFIC SIGNAL</p>		<p>CLARK COUNTY ENGINEER</p> <p>DATE: 10/1/06</p>		<p>CLARK COUNTY ENGINEER</p> <p>DATE: 10/1/06</p>	



Clark County Fairgrounds Entrance Project

The Clark County Fairgrounds received federal funds to re-construct the main entrance on State Route 41 in order to alleviate congestion and backups on S.R. 41 and Interstate 70 during major events. EMH&T of Columbus, Ohio prepared the construction plans that include the removal of the existing entrance and construction of a 1,200' two-lane entrance drive and a dedicated two-lane exit drive.

The project was awarded to and is being constructed by The Shelly Company of Findlay, Ohio for a bid price of \$340,000. Project inspection is being done by The Clark County Engineer's Office with oversight by The Ohio Department of Transportation.





Chipseal Program—2007

The following county road sections were chip sealed by Clark County Engineer's maintenance crews in 2007 at a total cost of \$289,308.22.

Road Name	From	To	Distance (Mi.)
Broadgauge Road	State Route 54	State Route 56	4.31
Clymer Road	State Route 56	Champaign County Line	1.19
Davidson Pike	State Route 56	Champaign County Line	1.33
Detrick Jordan Pike	Black Pike	Ayres Pike	2.00
Home Road West	St. Paris Pike	City of Springfield	0.94
McConkey Road	Houston Pike	Broadgauge Road	3.53
Old Clifton Road	East Possum Road	Selma Pike	1.31
Selma Pike	Pitchin Road	East Possum Road	2.28
Snyder Domer	Ballentine Pike	Tremont City Corp.	3.84
St. Paris Pike	Willowdale Road	Upper Valley Pike	1.83
Summerford Road	U.S. 42	Plattsburg Road	5.51
Thackery Road	Snyder Domer Rd.	Champaign County Line	0.76
TOTAL			28.83

Bridge Work—2007

The bridge crew worked on maintenance activities on numerous bridges on county and township roads in 2007. A few of the larger projects are listed below:

Detrick-Jordan Bridge # 58—Replaced existing bridge deck with reinforced concrete beams pre-cast in house.

Lundy Lane Bridge # 663— Replaced existing bridge deck with reinforced concrete beams pre-cast in house.

Snyder Domer Bridge # 266— Replaced existing bridge deck on modified abutments with concrete beams pre-cast in house.

Stafford Road Culvert Replacement—Replaced existing structural steel pipe with horizontal elliptical reinforced concrete pipe with new headwalls and wingwalls.

Neer Road Bridge # 602—Replaced existing bridge deck with new galvanized steel beams and corrugated decking on modified abutments and wingwalls.



Neer Road Bridge # 602



Detrick-Jordan Bridge # 58

Culvert Replacements

Clark County Engineer's maintenance crews replaced drainage culverts on the following county roads in 2007:

Summerford Road

<u>Culvert Size</u>	<u>Quantity</u>
18" RCP	40'

Old Columbus Road

(Sylvan Shores Storm Sewer System)

<u>Culvert Size</u>	<u>Quantity</u>
24" CPP	235'

Jamestown Road

<u>Culvert Size</u>	<u>Quantity</u>
30' RCP	40'

Shorey Road

<u>Culvert Size</u>	<u>Quantity</u>
43"x 68" HE	40'

Jones Road

<u>Culvert Size</u>	<u>Quantity</u>
29"x 45" HE	40'

Snider Road

<u>Culvert Size</u>	<u>Quantity</u>
12" CMP/CPP	35'/35'
15" RCP	48'

Snyder-Domer Road

<u>Culvert Size</u>	<u>Quantity</u>
43"x 68" HE	40'

Additional drainage work including construction of head-wall and drainage basins, ditching work in various locations and culvert work on township roads was also completed in 2007.

Crack Seal Operations

Maintenance work performed properly and in a timely fashion is instrumental to preserving the infrastructure investment.

Crack seal work was performed by county maintenance crews on the following Clark County roadways in 2007. The total cost of crack seal was \$86,894.

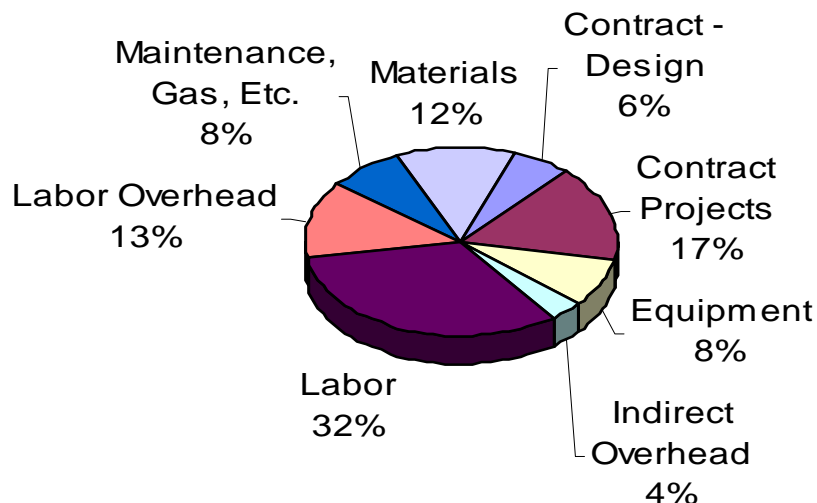
2007 Maintenance Crack Seal

Dayton-Springfield Road	\$ 780.59
Detrick Jordan Pike	\$ 21,257.82
Haddix Road	\$ 2,027.38
Knollwood Road	\$ 7,265.00
Lawrenceville Drive	\$8,635.64
Lower Valley Pike	35,695.18
Sparrow Road	\$ 9,217.74
Upper Valley Pike	\$ 1,839.76
Engineer's Lot—Laybourne	\$ 174.65
TOTAL COST	\$86,893.76

2007 Expenditures

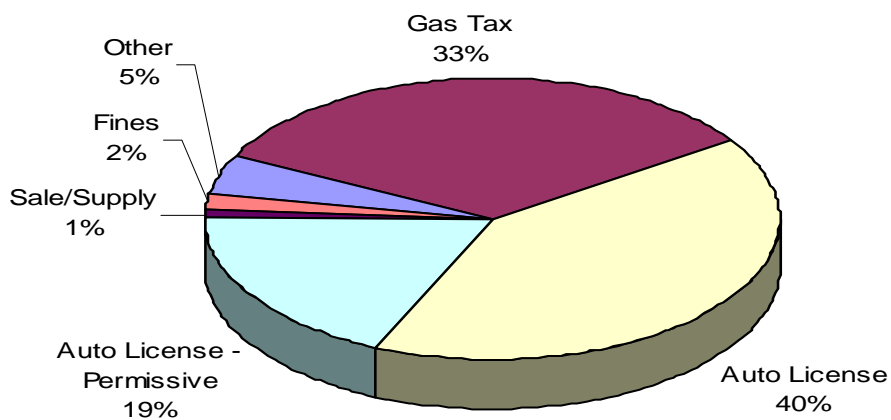
Funds: MV & GT, General, & LIS

\$6,547,357.06



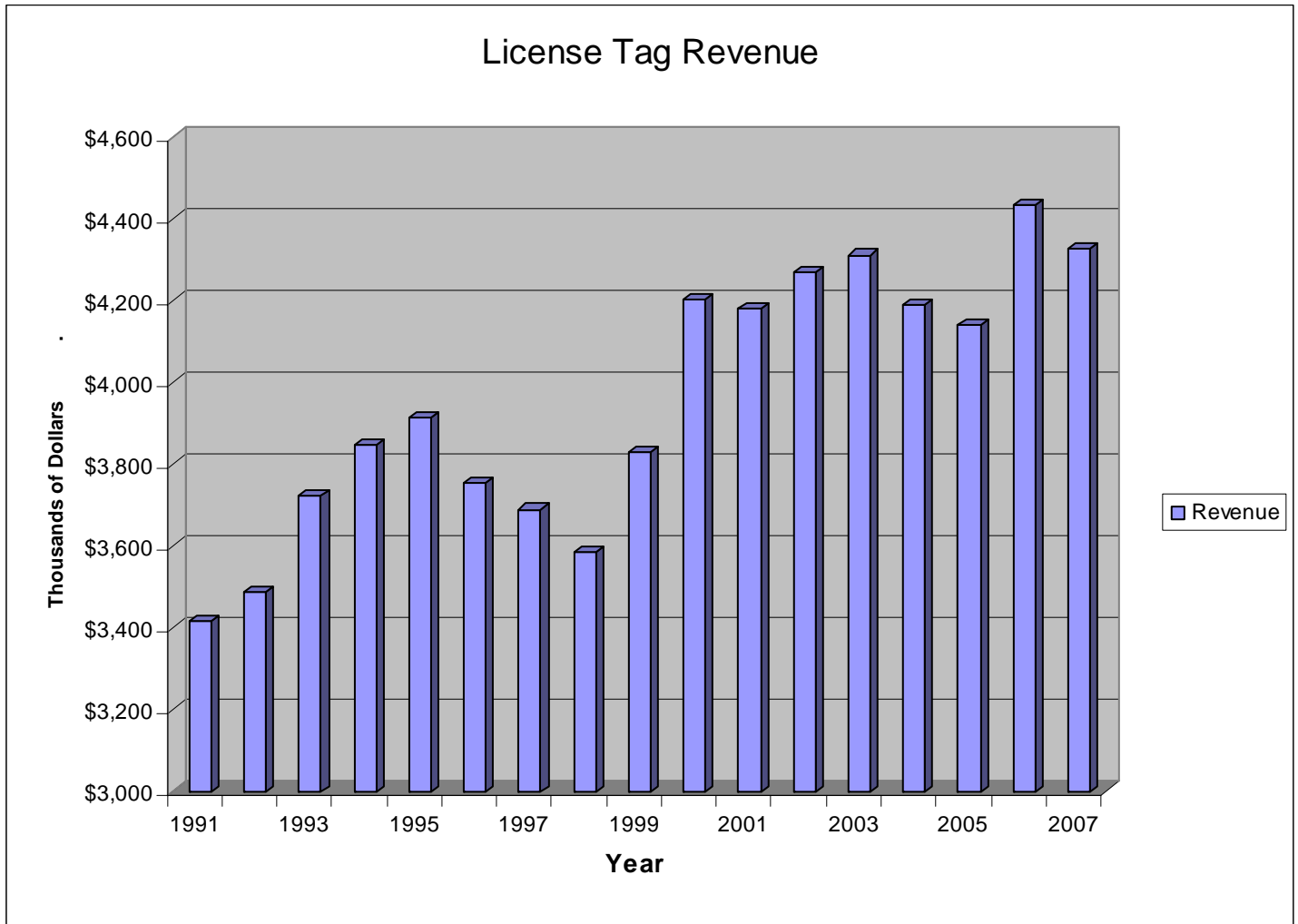
2007 MV & GT Revenue

\$7,251,766.47



Historical Revenue

License Tag Fees



- The first year for E-Check in Clark County was 1996, the last year for E-Check was 2005.
- An additional \$5 permissive tag fee (Section 4504.02 of the Ohio Revised Code) was added by Clark County beginning in year 2000.

Gas Tax History

